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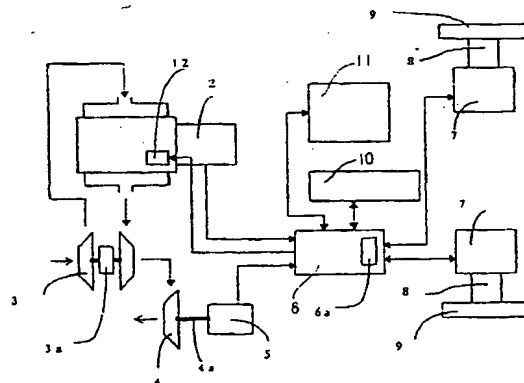
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## (54) Hybrid electric vehicle

(57) A hybrid electric vehicle which is driven by a motor (7) powered with electric power generated by an engine (1), wherein the cylinder, piston, and sub-combustion chamber of the engine have insulation structure so that heat sufficient for evaporating fed fuel is held in the sub-combustion chamber. The sub-combustion chamber having a central communicating orifice is formed on the central portion of the piston head, a fuel collision table is formed in the sub-combustion chamber, and a plurality of radial communicating orifices for jetting flame from the sub-combustion chamber against the cylinder is provided, the burning is easy even with using a low pressure fuel injection mechanism, therefore a solenoid valve type injection pump with simple structure is used, the burning is smooth with using alcohol fuel such as methanol and ethanol, the fuel injection timing is adjusted dependently on load to the optimal timing, the number of working cylinders is controlled so as to match to the load, the control allows the engine to operate at the optimal fuel consumption, therefore emission of hazardous substance contained in exhaust gas is minimized. The engine of the present invention needs no cooling mechanism, and also needs no heavy gear box and no clutch mechanism, the weight of the whole vehicle is significantly reduced comparing with conventional vehicles, the fuel consumption is reduced also in terms of the light weight.

Fig. 1



## Description

This invention relates to a hybrid electric vehicle powered with electric power generated by a generator coupled to the output shaft of the engine. This invention relates more particularly to a hybrid electric vehicle powered with electric power generated by a generator coupled to the output shaft of the engine capable of recovering energy in exhaust gas.

As a hybrid electric vehicle powered with electric power generated by a generator coupled to the output shaft of the engine, a hybrid electric vehicle shown in Fig. 13 has been widely known. The hybrid electric vehicle shown in Fig. 13 operates the engine 51 under the condition for high efficiency and low air pollution contaminant concentration in exhaust gas to drive the generator 52. Power generated by the generator 52 is charged in a battery 54 and also fed to a motor 55 through a controller 53. The motor 55 drives wheels 57 and 57 of the vehicle through a differential gear 56. In general, such electric vehicle is structured so that generated output power from the generator 52 is supplied as the power needed for constant speed running of the vehicle, and when more power is needed for acceleration or climbing, power is supplied from both the generator 52 and battery 54, on the other hand, when generator output of the generator 52 is affordable, power is supplied to charge the battery 54.

In the case of the above-mentioned conventional hybrid electric vehicle, there are drawbacks in that the engine is a water cooling engine or a gasoline engine and thermal energy in exhaust gas is not recovered, whereby an energy efficiency is decreased.

In the case of the above-mentioned conventional hybrid power source, the power source is disadvantageous in that a generator is provided only on one end of the output shaft of the engine, and therefore the load exerted on the output shaft becomes unbalanced, resulting in the occurrence of early wearing and deterioration of bearings of the output shaft, thus the life of the engine is short.

Further in relation to the problem described herein above, the size and weight of the generator is limited, therefore it is disadvantageous also in that a generator having only limited output power relative to the output of the engine is installed.

In addition, currently the word "vehicle" refers usually to vehicles which use an fossil-fueled internal combustion engine as a prime mover, though the thermal efficiency of an internal combustion engine of such vehicles has been improved, much effort to reduce emission environmental pollution has been made to improve more the efficiency. On the other hand, when supply of fossil fuel is short, the use of renewable methanol and ethanol as an energy resource would be unavoidable. Such global situation will be realized in near future, and to cope with such situation, the use of renewable methanol and ethanol attracts attentions. In Europe, such re-

newable methanol and ethanol are used limitedly, internal combustion engines used for methanol and ethanol have a cooling mechanism like conventional internal combustion engines, therefore the fuel evaporates and burns inefficiently, this type of engine is not suitable for these renewable fuels.

In view of rotation-torque characteristics of a reciprocal piston internal combustion engine, that is, torque is low at low speed range, high at intermediate speed and low at high speed range, a vehicle which is provided with such internal combustion engine needs a gear box and clutch mechanism essentially, the gear box and clutch mechanism are heavy in weight and needs a large space, and results in a heavy and large sized vehicle.

As described herein above, conventional and current vehicles are disadvantageous in that fuel consumption is high and exhaust gas contains much hazardous substances and also vehicle weight is heavy.

It is the primary object of the present invention to provide a hybrid electric vehicle driven by a motor powered with electric power generated by an engine which is capable of recovering energy exhausted from the engine to improve thermal efficiency.

It is another object of the present invention to provide a hybrid electric vehicle as described above which accommodates properly a generator with balanced engine load.

It is further object of the present invention to provide a hybrid electric vehicle which is capable of accommodating a maximum sized generator in a narrow engine room space of the vehicle.

It is yet further object of the present invention to provide a hybrid electric vehicle which uses no fossil fuel to reduce air pollution.

To achieve the objects of the present invention, the present invention provides a hybrid electric vehicle provided with an engine, a main generator driven by the engine to generate electric power, a motor provided on a drive shaft of wheels and powered with electric power generated by the main generator, and a controller for controlling the motor, wherein the engine has a combustion chamber insulation means consisting of ceramics such as silicon nitride for increasing enthalpy of exhaust gas, an exhaust pipe has turbo-charger and energy recovery turbine, a sub-generator having permanent magnets as the rotor is provided on the shaft of the turbine and cylinder switching means for controlling the number of working cylinders of the engine is provided, the controller controls a load detection means for detecting loading on the engine and the cylinder switching means correspondingly to an output from the load detection means. In the present invention, the combustion chamber has thermally insulated structure as described herein above to prevent the heat from releasing to cooling water unlike conventional engines, and the enthalpy of exhaust gas is increased, and also exhaust port and exhaust pipe are structured thermally insulated, a turbo-

charger having a high speed motor and an energy recovery turbine are provided in the exhaust pipe in series to recover thermal energy from exhaust gas, therefore the efficiency of the engine is significantly improved. High efficiency of the engine is required for this hybrid system over the wide range of loading from partial load to full load, therefore the engine is structured so that the number of working cylinders is controlled dependently on loading on the engine, thus the engine is operated always at the maximum efficiency.

The present invention provides a hybrid electric vehicle provided with an engine, a main generator driven by the engine to generate electric power, a motor powered with electric power generated by the main generator and provided on a drive shaft of wheels, and a controller for controlling the motor, wherein the engine is powered with methanol fuel, the engine is provided with a combustion chamber insulation means consisting of ceramics such as silicon nitride for increasing enthalpy of exhaust gas, a catalyst for reforming methanol to dimethyl-ether with high cetane number in the intake pipe, and a heater for heating the catalyst, the exhaust pipe is provided with a turbo-charger and an energy recovery turbine, a turbo-charger generator having a permanent magnet as the rotor is provided on the shaft of the turbo-charger, and a sub-generator having a permanent magnet as the rotor is provided on the output shaft of the turbine. As described herein above, in this invention, methanol is used as fuel for the engine, the combustion chamber has thermal insulation structure, enthalpy of exhaust gas is increased, a turbo-charger and energy recovery turbine are provided in the exhaust pipe to recover thermal energy of exhaust pipe, and also a catalyst is provided in the intake pipe of the engine to reform methanol to dimethyl-ether with high cetane number, therefore the efficiency of the engine is significantly improved, and the combustion is greatly improved, thus the low-pollution vehicle is realized.

Further, the present invention provides a hybrid electric vehicle provided with an engine and generator driven by the engine to generate electric power, and releases power directly and indirectly through a battery, wherein methanol is used as fuel for the engine, the engine is provided with a combustion chamber consisting of ceramics such as silicon nitride and a combustion chamber insulation means having a insulation layer on the outside of the combustion chamber, the main generators are provided on both ends of a crank shaft of the engine, and a controller for merging power outputs from the main generators and the energy recovery generator connected to the exhaust pipe and for driving the motor-generator coupled with the drive shaft of the vehicle is provided.

Yet further, the present invention provides a hybrid electric vehicle provided with an engine, a generator driven by the engine to generate electric power, a generator powered with recovered energy from exhaust gas, a motor powered with electric power generated by

the generators and coupled with the drive shaft of wheels, and a controller for controlling the motor, wherein a capacitor and battery are provided for storing electric power from the generators connected to the engine and from the motor coupled with the wheels.

In this invention, the first and second motor-generators having a permanent magnet rotor are provided on both ends of the crank shaft of the reciprocal multiple cylinder engine, therefore the load on the output shaft of the engine is balanced, and the balanced load leads to reduced vibration of the engine, reduced wearing and deterioration of the bearing of the output shaft, and long service life of the engine. For the four-cylinder engine, the secondary unbalance during reciprocation period causes vibration of engine for the four-cylinder engine, and to cope with the vibration, in some cases, the side wall of a cylinder body is provided with a double speed unbalance shaft to absorb vibration. The unbalanced shaft rotates at a speed double the rotation speed of the engine, therefore the use of the shaft for the generator-motor leads to not only increased electric generation while the engine is operated at low speed but also absorption of the above-mentioned unbalanced vibration. The engine is provided with a turbo-compound system on the exhaust system, therefore the engine has generators with three levels of speed including the generator with high speed, secondary balanced shaft with intermediate speed, and engine crank shaft with low speed, this structure favors the engine for continuous high efficiency operation. In general, the operational efficiency of generators and motors is higher as the rotational speed is nearer to the rated rotational speed, the operation at the rotational speed which gives high efficiency leads to the efficient use of energy. For example, when an engine is operated at low speed, a generator coupled with the double speed unbalanced shaft is operated at high efficiency, and on the other hand when the engine is operated at full speed a generator coupled with the turbo-compound system is operated at high efficiency and also a generator coupled with the crank shaft is operated at high efficiency. The installation of these generators with different rotational speeds leads to the high efficiency conversion of the engine power to electric power.

As described herein above, the combustion chamber of the engine is consisting of thermal insulation material such as ceramics, therefore a cooling system of the engine is needless, the structure of the engine is simplified, energy concentrated in the exhaust system is converted to power, and the engine is made light weight and small sized. Generators are provided on both sides of the output shaft of the engine, therefore the structure of the hybrid power source is simplified and the efficiency is improved.

The present invention provides a hybrid electric vehicle provided with an engine having a structure in which a piston has a sub-combustion chamber, a fuel injection nozzle is provided on the cylinder head, fuel from the

injection nozzle is sprayed through the central communicating orifice with a small diameter provided on the top of the sub-chamber, the sub-combustion chamber is provided with fuel collision table in the internal thereof and formed of thermal insulation structure around the chamber, a plurality of radial communicating orifices is provided on the head of the piston to spread fire generated in the sub-combustion chamber to the direction of cylinder side wall, and the cylinder and the outside of the combustion chamber of the upper side of the cylinder are formed of thermal insulation structure, a generator coupled with the output shaft of the engine, a motor fed with electric power from the generator to drive the wheels, an energy recovery means for recovering exhaust energy included in exhaust gas from the engine in a form of electric power, the first storage means for storing instantaneous surplus power generated from the generator-motor of the vehicle and releasing the power to the electric system the second storage means for storing redundant surplus power generated by the generator and releasing redundantly the power to the electric system, a super-charging means driven by the electric system in the vehicle to super-charge the engine, and controller for controlling power frequency and current dependently on the characteristics of the motor. In this invention, the generators loaded on both ends of the output shaft of the engine are optionally disconnectable, the generator is connected to the turbine as an exhaust recovery device, the fuel energy is recovered sufficiently. The engine is operated with alcohol fuel, the inlet valves and exhaust valves are operated electro-magnetically, the sub-combustion chamber provided on the piston head of the internal combustion engine is formed at the center of the piston head, the fuel pump of the engine is operated electro-magnetically and provided on each cylinder, and the fuel distributor feeds fuel to only working cylinders. The engine has a plurality of cylinders, the number of working cylinders is controlled dependently on the engine load, each cylinder is operated in the optimal fuel consumption range. A rotation sensor and load sensor are mounted on the output shaft of the engine for detecting rotation speed and load on the shaft, and at least the number of working cylinders and the operation timing of the inlet valves and exhaust valves are controlled by the signal generated from the rotation sensor.

Fig. 1 is a block diagram for illustrating the whole structure of the present invention.

Fig. 2 is a conceptual diagram for illustrating the control concept of the present invention.

Fig. 3 is a conceptual diagram for illustrating the cylinder control of the engine of the present invention.

Fig. 4 is a diagram for illustrating the structure of the main generator of the present invention.

Fig. 5 is a block diagram for illustrating the structure of another embodiment of the present invention.

Fig. 6 is a schematic diagram for illustrating the structure of the engine used in the present invention.

Fig. 7 is a cross-sectional view of the motor-generator used in the embodiment of the present invention.

Fig. 8 is a block diagram for illustrating the structure of yet another embodiment of the present invention.

Fig. 9 is a cross-sectional view of the engine used in the present invention.

Fig. 10 is a plan view for illustrating the top side of a piston of the engine used in the present invention.

Fig. 11 is a cross-sectional view of an exhaust valve of the engine used in the present invention.

Fig. 12 is a partial cross-sectional view of an exhaust valve of the engine used in the present invention.

Fig. 13 is a block diagram for illustrating the whole structure of a conventional hybrid electric vehicle.

Embodiment of the present invention is described in detail hereinafter referring to the drawings. Fig. 1 shows the whole structure of the embodiment. In Fig. 1, the numeral 1 represents a diesel engine in many cases, the combustion chamber of the engine 1 is formed of ceramics such as silicon nitride and insulated with insulation layers provided on the outside and outer peripheral surface of the exhaust outlet wall. The numeral 2 represents a main generator that obtains magnetic field a permanent magnet moving at a speed increased by a planetary gear or has the permanent magnet rotor. The numeral 3 represents a turbo-charger provided in the exhaust pipe of the engine 1 and having a motor-generator 3a on its rotation shaft, this is a widely known device for compressing air intake by thermal energy in exhaust gas from the engine 1. The numeral 4 represents a turbine driven by thermal energy of exhaust gas from the engine 1, a sub-generator 5 is provided on the output shaft 4a thereof. The motor-generator 3a and sub-generator 5 are both permanent magnet type generators having permanent magnet rotors.

Output power generated by the main generator 2, motor-generator 3a, and sub-generator 5 is controlled by a controller 6 so as to be the same voltage, the frequency is adjusted to a prescribed value by an inverter 6a, thus the output power is regulated suitably for driving axle shafts, and supplied to motors 7 and 7. When surplus power is available, power is controlled to be fed to a capacitor 10 and battery 11. The controller 6 controls also a cylinder control actuator 12 provided on the engine 1. The control will be described hereinafter.

The motors 7 and 7 drive wheels 9 and 9 respectively through reduction gears 8 and 8.

Fig. 2 is a figure for illustrating the concept of operation of the embodiment. Operations in the embodiment are described referring to Fig. 1 and Fig. 2. The operation of a vehicle is repetition of acceleration, running at constant speed, deceleration, and stopping. Fig. 2 represents a simplified operation of a vehicle. In Fig. 2, a operation pattern comprising acceleration at low speed, running at a constant speed, and deceleration, and another operation pattern comprising acceleration at high speed, running at a constant speed, and deceleration are shown.

Power supply to the motors 7 and 7, namely driving force of the motors 7 and 7, is shown at the bottom of the figure respectively for each pattern.

Usually, the axle shaft motors 7 and 7 need more power when acceleration than when running at a constant speed. The total full output power generation by the main generator 2, motor-generator 3a, and sub-generator 5 in this embodiment is prescribed to a value smaller than the total power needed for acceleration as shown in Fig. 2. To supply output power needed for acceleration, a very large sized engine is necessary. To avoid the use of such a large sized engine, the under power for acceleration is controlled by the controller 6 to supply the power from the capacitor 10 and/or battery 11. When the motors 7 and 7 are in high loaded condition such as acceleration or climbing and full parallel operation of the main generator 2, motor-generator 3a, and sub-generator 5 is insufficient for continuous acceleration or climbing, first the capacitor 10 supplies for the deficient power if the capacitor is charged and ready for discharging, or if the capacitor 10 is insufficiently charged and not ready for discharging, the battery 11 supplies for the deficient power. The capacitor 10 is charged during deceleration, that is, the main generator 2, and/or motor-generator 3a, and sub-generator 5 are operated and also the motors 7 and 7 are operated regeneratively as a generator to regenerate braking power to charge the capacitor 10. The regenerative operation of the motors 7 and 7 is served as a function what is called engine brake. The battery 11 is charged during constant speed running if surplus power from the main generator 2 and/or motor-generator 3a, and sub-generator 5 is available. Next, the number of cylinder switching control is described. The cylinder control actuator 12 controls the cylinders to stop the motion of some cylinders when required power for the motors 7 and 7 is small and the work per cylinder is increased because friction loss due to intake and exhaust motion of the reciprocal engine is large, and the loss is reduced and fuel consumption is improved. Then, the number of working cylinders is reduced to a half. In detail, intake and exhaust valves of non-working cylinders are maintained closed to reduce the number of working cylinders. This control is exerted when required power for the motors 7 and 7 is lower than power generation of the half cylinder operation during constant speed running as shown in the bottom figure in Fig. 2 for low speed pattern.

The load-engine torque characteristics of the engine 1 when the cylinders are controlled is shown in Fig. 3. Fig. 3 shows an example characteristics of a four-cylinder engine. In the case of a four-cylinder engine, the fuel consumption is optimal in an engine load range of  $2/4$  to  $3/4$ , and in generated torque range of around  $2/3$  of the maximum torque. That means the highest engine efficiency. Therefore, it is desirable that the engine of the hybrid electric vehicle is operated always in this range for high efficiency, however, because actual load fluctuates to a large extent dependently on the required

power for the motors 7 and 7 as shown in Fig. 2, it is difficult to operate always in the optimal efficiency range. To cope with the difficulty, in the embodiment of the present invention, the engine load is monitored, and when the engine load is low, the engine is controlled to be operated using two cylinders.

In Fig. 1, a structure in which motors are provided for each driving wheel is shown, however a structure in which wheels are driven through a differential gear may be selected as shown in the conventional embodiment. In the case that wheels are driven through a differential gear, a structure in which a planetary gear power transmission mechanism is provided between a driving shaft and a motor, a plurality of pinions of the planetary gear is provided, motors are provided for each pinion may be selected. In this case, the number of working motors is controlled dependently on running load to operate the engine in the optimal efficiency range in the rotational speed of the motor and output characteristics. As shown in Fig. 4, planetary gear is used for the main generator 2, the size of the planetary gear is prescribed to the minimum size. In such structure, the transmitted power from the crank shaft C is transmitted to the peripheral gear and rotated. The radius of the rotor is large, the periphery of the rotor is formed in a shape of stepwise rectangular wave form, permanent magnets are placed with interposition of the rotor, the magnetic field is passed and shut alternately, and an electric power is generated in a coil wound on the permanent magnet circuit. Small motors M are mounted on the planetary gears 21 to 23 to generate electric power.

In this embodiment, the combustion chamber of the engine has thermal insulation structure to increase enthalpy of exhaust gas, and a turbo-charger and energy recovery turbine are provided in the exhaust pipe to recover thermal energy of exhaust gas, therefore the efficiency of the engine is greatly improved. The number of working cylinders is controlled dependently on loading condition of the engine, therefore the engine is operated always at the optimal efficiency.

Next, an embodiment in which methanol is used as fuel, and a reformer for reforming methanol fuel to a fuel with high cetane number such as dimethyl-ether is provided in the air intake passage is described referring to Fig. 5. In Fig. 5, the same member as shown in Fig. 1 is provided with the same numeral, and description is omitted. In Fig. 5, the numeral 14 represents catalyst, the numeral 13 represents an electric heater for heating the catalyst 14. The electric heater 13 is supplied with electric power by the controller 6 when the temperature of the engine is low. The thermal insulation structure of the combustion chamber of the engine favors combustion of methanol with a low cetane number because of high temperature of the wall. However, when the atmospheric temperature is low, the wall temperature does not rises when the engine operation is started, and methanol burns incompletely. When, methanol is reformed partially to dimethyl-ether using the catalyst and heater by

about 10 %, the cetane number is significantly improved and diesel combustion is possible. By using this type of device, combustion over the full range is improved. After the temperature rising, reforming to dimethyl-ether proceeds sufficiently, and the engine functions as a wall firing diesel engine.

In this embodiment, methanol is used as fuel for the engine, the thermal insulation structure is provided to the combustion chamber of the engine to increase enthalpy of exhaust gas, and the turbo-charger and energy recovery turbine are provided in the exhaust pipe to recover thermal energy of exhaust gas, therefore the efficiency of the engine is improved to a large extent, in addition, the catalyst for reforming methanol to dimethyl-ether with a high cetane number is mounted in the air intake passage of the engine, thus the combustion is improved to a large extent, and a low-pollution hybrid electric vehicle is realized.

Next, an embodiment of an engine used preferably for the hybrid electric vehicle shown in Fig. 1 is described in detail referring to drawings. Fig. 6 shows the structure, Fig. 7 is a side view of the engine, and Fig. 8 is a block diagram for illustrating the whole structure of this embodiment. In Fig. 6, the numeral 25 represents the cylinder head consisting of casted aluminum or casted iron, and the head liner 26 consisting of ceramics such as silicon nitride is engaged to the combustion chamber. The numeral 27 represents a piston consisting of casted aluminum. The numeral 28 represents a cylinder liner consisting of ceramics such as silicon nitride engaged to the engine body. Other members such as a crank shaft C and con'rod 29 are provided like a conventional engine. Generators 2' and 2" comprising permanent magnet rotors 32 and 33 and stators 34 and 35 respectively are provided on both ends 30 and 31 of the crank shaft C. The generator 2' and 2" are equivalent to the main generator 2 shown in Fig. 1. A large diameter gear 36 is mounted on the one end 30 of the crank shaft C, the motor-generator 38 is connected to the large diameter gear through a small diameter gear 37. The gear ratio of the large diameter gear to the small diameter gear is 2:1, therefore, the motor-generator 38 is rotated at a speed twice the rotational speed of the engine. The motor-generator 38 is added to the embodiment shown in Fig. 1.

As shown in Fig. 7, a shaft 40 having the small diameter gear 37 and unbalanced spaces 39 is provided to the motor-generator 38, a permanent magnet type rotor 41 is fixed on the shaft 40, and a stator 42 is provided with an interposition of a gap around the rotor 41. The unbalanced spaces 39 provided on the shaft 40 are provided so that unbalanced force is exerted to the opposite direction to the motion of the piston 3 of the engine, therefore the unbalanced force reduces vibration and noise having the frequency twice the engine rotational speed or second order of the rotation.

Operations of the embodiment shown in Figs. 6, 7, and 8 are described herein under. The operation of a

vehicle is repetition of acceleration, running at a constant speed, and deceleration, and stopping. Usually, the motor 7 requires more power for acceleration than when running at a constant speed. Full generation power from the generators 2' and 2" is designed so as to be insufficient for acceleration. The under power for acceleration is supplied from the capacitor and/or battery 11 under the control by the controller 6. When the motors 7 and 7 are loaded heavily, for example, for acceleration or climbing, though the generators 2' and 2" are operated at the full power, if the power is insufficient for the load, the under power is supplemented by the capacitor 10 when the capacitor 10 is charged and ready for power supply, if the capacitor is charged insufficiently and not ready for power supply, the under power is supplemented by the battery 11. The capacitor is charged during deceleration with power from generators 2' and 2" and also from the regenerative operation of the motors 7 and 7, that is, the motors 7 and 7 are operated as the generator to generate electric power for charging the capacitor. The regenerative operation of the motors 7 and 7 is served also as a function what is called engine brake. The battery 11 is charged while running at a constant speed and surplus power is available from the generators 2' and 2". The motor-generator 38 is operated as the generator when output power generated from the generators 2' and 2" is insufficient and power generated by the motor-generator 38 is supplied to supplement the under power. The motor-generator 38 is operated as the motor to supplement the insufficient output of the engine when the output of the engine is insufficient. The controller 6 controls the motor-generator 38.

In this embodiment, the first and second motor-generators having a permanent magnet rotor are provided on both ends of the crank shaft of the reciprocal multiple cylinder engine, therefore weight loaded on the output shaft of the engine is balanced, the balanced weight leads to reduced wearing and deterioration of the bearing of the output shaft thus the engine is provided with a long life.

The combustion chamber of the engine is formed of insulation material such as ceramics, therefore a cooling system of the engine is needless, the engine is simplified, and such structure allows the engine to be light weight and small sized. The generators are provided on both ends of the crank shaft, the structure of the hybrid power source is simplified and the efficiency is improved.

An embodiment of an engine used preferably for the hybrid electric vehicle shown in Fig. 1 is described in detail referring to Figs. 9 to 12.

Fig. 9 is a partial cross-sectional view for illustrating the cylinder structure of each cylinder of the engine 1 shown in Figs. 1, 5, and 8. The cylinder liner 125 consisting of high strength and heat resistant ceramics such as silicon nitride is inserted to the inside peripheral surface of the cylinder of the cylinder body 120. The cylinder head liner 127 is inserted with interposition of a gas-

ket 126 on the top of the cylinder liner 125. The cylinder head liner 127 also consists of high strength and heat resistant ceramics such as silicon nitride. The numeral 128 represents the cylinder head provided above the cylinder body 120. The numeral 140 represents the piston, the piston is contained in the cylinder liner 125 and cylinder head liner 127 and moves slidably in the vertical direction correspondingly to the motion of the engine, piston rings 141 are engaged on the sliding portion.

The numeral 130 represents the sub-combustion chamber buried at the central portion of the top of the piston 140, the sub-combustion chamber consists of high strength and heat resistant ceramic material such as silicon nitride and composite material of silicon nitride and fibrous material. The top of the piston head is provided with a small central communicating orifice 131 corresponding to the fuel injection nozzle 121 provided on the cylinder body 120 and provided with a plurality of radial communicating through-orifices 132 extending radially toward the inside wall of the cylinder head liner 127, the cross-sectional shape of the opening 132a of the radial communicating orifice 132 at one end on the inside wall of the sub-chamber 130 is circular, on the other hand, the cross-sectional shape of the upper opening 132b of the radial communicating orifice 132 at the other end facing to the main combustion chamber 150 is elliptical as shown in the top view of Fig. 10, the cross-sectional area of the passage of the circle and ellipse is the same or the cross-sectional area of the ellipse is smaller than that of the circular area ranging between 100 to 80 %. The plurality of radial communicating orifices 132 penetrate helically in the vertical direction with the same rotational direction, therefore flame and fuel-air mixture gushing out against the inside wall of the cylinder from the sub-combustion chamber 130 through a radial communicating orifice 132 form a swirl. A fuel collision table 133 with a shape of trapezoid having an upper plane perpendicular to fuel injection direction from the fuel injection nozzle 121 is formed at the center of the sub-combustion chamber 130, fuel injected against the plane is scattered radially toward the circumference of the cylinder.

The sub-combustion chamber 130 is fixed to the piston with a fixing ring 142, thermal insulation gasket 143 and air space 144 are provided for thermal insulation of the sub-combustion chamber 130, and an under cover 146 is mounted under the sub-combustion chamber with interposition of thermal insulation air space 145 to prevent lube oil from splashing into the sub-combustion chamber. The cover 146 may be integrated with the piston 140.

The numeral 123 represents the intake valve for opening-closing the intake port 123a, and the numeral 124 represents the exhaust valve for opening-closing the exhaust port 124a, both valves are fixed on the bottom of the cylinder head liner 127. The fuel injection nozzle 121 for feeding fuel provided to the cylinder head 128 is covered with heat insulator 122 for thermal insu-

lation.

The numeral 129 represents the fuel injection nozzle control solenoid valve operated in response to output from the controller 6. The numeral 151 represents the fuel injection pump, the injection pump also may be controlled by the output from the controller 6.

The engine 1 is a multiple cylinder engine, in the embodiment it is a four-cylinder engine. The number of working cylinders of the engine 1 is controlled dependently on rotation speed and load detected by the rotation sensor 173 and load sensor 172 respectively, and the number of working cylinders is controlled so that working cylinders are operated at the maximum efficiency. The load sensor 172 detects a stroked distance of the accelerator pedal as the load. The engine 1 has thermal insulation structure and has not a cooling system for cylinders, such structure allows the output shaft to project outside from both ends of the engine 1 as shown in Fig. 8, therefore two main generators 2' and 2" can be provided in front and rear of the engine 1. Output from the controller 6 controls the control solenoid valve 129 so that fuel is fed to only working cylinders operated dependently on load and rotation speed of the engine 1.

Next, operations of the engine having such structure is described. In the late period of compression stroke when a piston 140 rises, the air is compressed to cause temperature rising and pressurized in the internal of the sub-combustion chamber 130. When this condition is prepared, methanol fuel is injected from the fuel injection nozzle 121 onto the fuel collision table 133 in the sub-combustion chamber 130, the fuel is scattered toward the circumference of the sub-combustion chamber so that fuel is really vaporized and fired, and the fuel is ignited in the sub-combustion chamber 130. The ignited fuel gushes out from the periphery of the piston through radial communicating orifices 132, and mixed with air in the main combustion chamber 150, then fired more violently. Such combustion is repeated, and the wall of the sub-combustion chamber is heated to form the heated layer. The timing of fuel injection is controlled based on signals from the rotational position sensor 171, load sensor 172, rotation sensor 173 and fuel flow rate sensor 174 of the engine 1.

After forming of the heated layer on the wall of the sub-combustion chamber 130, when methanol fuel is injected from the fuel injection nozzle 121 into the sub-combustion chamber 130 through the central communicating orifice 131, the fuel is brought into contact with pressurized air in the sub-combustion chamber 130 containing compression heat and the high temperature inside wall of the sub-combustion chamber 130, the fuel receives much heat from the heated layer and is readily vaporized and ignited. When the piston 140 is positioned around the top dead center, the sub-combustion chamber 130 is under the condition in which the sub-combustion chamber 130 is almost closed because the area for passage of the central communicating orifice 131 is small, flame generated by ignition and volume

expansion and unburnt fuel-air mixture erupt through the plurality of radial communicating orifices 132 against the surrounding inside wall of the cylinder instantaneously.

Because the opening 132b of the radial communicating orifice 132 is elliptical with the major axis in the radial direction, the erupted combustion gas and unburnt fuel-air mixture reach the corner of the cylinder head liner 127, and because the passage of the radial communicating orifice is spiral, the combustion gas and unburnt fuel-air mixture form swirl flow in the space between the cylinder head liner 127 and the piston 140 which space forms the main combustion chamber 150, thus the combustion gas and unburnt fuel-air mixture are mixed with air in the main combustion chamber 150 and burn explosively to generate high pressure, the high pressure presses down the piston 140 to drive the engine.

The intake valve 123 and exhaust valve 124 in the embodiment are operated electro-magnetically. Various methods for electro-magnetic operation of the intake valve and exhaust valve are available. Fig. 11 is a cross-sectional view for illustrating one example of such methods, and Fig. 12 is a partial cross-sectional view for illustrating open condition of the example valve. The intake valve 123 and exhaust valve 124 are valves to open-close the intake port 123a and exhaust port 124a respectively, both valves have the almost same structure, therefore only the structure of an intake valve 123 is described herein.

In Fig. 11 and Fig. 12, the numeral 123 represents an intake valve, the stem 111 is borne by the valve guide 112, the valve element 114 sits on the valve seat 113 to close the passage when the valve is closed.

The numeral 102 represents a spring, the spring is provided between the upper seat 103 fixed at the prescribed position on the stem 111 and the cylinder head 25, the spring exerts elastic force on the intake valve 123 to force it to the upper position continuously, namely closed valve position.

The numeral 104 represents a plunger consisting of ferromagnetic material, the plunger is fixed at the upper position of the stem 111, and the plunger is attracted by the electro-magnetic actuator 105, which will be described hereinafter, to open the intake valve 123, a ring permanent magnet 106 is provided above the plunger 104, the ring permanent magnet 106 is magnetized, for example, N pole on the top and S pole on the bottom.

The electro-magnetic actuator 105 is provided with a shell type core 109, ring exciting coil 107 for exciting the core 109, and ring driving coil 108 provided above the core 109, and fixed at the prescribed position above the cylinder head 25. The exciting coil 107 is supplied with a current to generate electro-magnetic power, then the exciting coil attracts the plunger 104 having the permanent magnet 106 downward and the driving coil 108 are supplied instantaneously with a heavy current from the capacitor 10 to form a magnetic circuit as shown in

Fig. 11 with a dotted line.

As described herein above, when the intake valve 123 is opened, the exciting coil 107 and driving coil 108 is supplied with a current, the electro-magnetic force causes attraction force for attracting the ferromagnetic plunger 104 and also causes downward driving force in the permanent magnet 106, thus the stem 111 is moved downward to open the intake valve 123.

Next when the current supply to the exciting coil 107 is discontinued to close the intake valve 123, the plunger 104, which has been positioned downward by the attraction force, is driven upward by the elastic force of the spring 102 to close the intake valve 123, when the permanent magnet 131 positioned as shown in Fig. 12 returns upward.

Next, operations of the embodiment are described. When a driver operates the accelerator pedal to drive the vehicle, an output from the load sensor 72 is detected immediately, and stored in the controller 6. The controller 6 continues the operation of the engine 1 until the vehicle speed attains to the speed corresponding to the output from the load sensor 72. During this operation, the number of working cylinder of the engine 1 is controlled, the engine 1 is controlled so that working cylinders are operated at the optimal efficiency range; always, that is, when surplus power is available, the engine 1 is controlled immediately to reduce the number of working cylinders, on the other hand when the output is insufficient, the engine 1 is controlled to increase the number of working cylinders by operating resting cylinders. The intake valve 123 and exhaust valve 124 of resting cylinders are not operated, and the intake port 123a and exhaust port 124a are closed, the resting cylinders are served for pumping operation to reduce the load on working cylinders.

A turbo-charger 3 is inserted in the exhaust system of the engine 1, and another turbine 4 is fixed in the downstream from the turbo-charger 3. When the engine is rotated at high speed and high temperature exhaust gas is exhausted at high rate, two turbines are rotated by exhaust energy of exhaust gas, the output of the turbines used to drive the motor-generator 3a as a generator to recover the output, and also excess exhaust energy drives the turbine 4, and the turbine 4 drives the sub-generator 5 to recover exhaust energy additionally.

On the other hand, the engine 1 is fueled with methanol or ethanol. The heating value of these alcohol fuel is a half of fossil fuels such as gasoline and light oil, therefore more fuel should be fed than fossil fuel. For this reason, alcohol fuel absorbs a large amount of heat as heat of vaporization from the combustion chamber comparing with fossil fuel. In the embodiment of the invention, the sub-combustion chamber 130 is structured with thermal insulation, the heated layer is formed on the wall, fuel injected onto the fuel collision table 133 of the sub-combustion chamber 130 is scattered and collided against the wall of the sub-combustion chamber 130, therefore methanol or ethanol fuel absorbs a large



amount of heat from the wall and vaporizes instantaneously. The wall of the sub-combustion chamber 130 is provided with efficient thermal insulation, then upon burning in the internal, absorbed heat as heat of vaporization is supplemented, and heated layer is formed on the wall again.

The main generators 2' and 2" are rotated by the engine 1, an output is fed to the controller 6 and then to the motors 8, the wheels 9 are operated, then the vehicle is accelerated. The vehicle speed is monitored by the controller 6 always, the speed is compared with a speed equivalent to the stroked distance of the accelerator pedal. When both speeds become the same speed, the controller 6 reduces the power supply to the motors 8 to the power level sufficient for only maintaining the vehicle speed at a current speed including supplement for various friction resistance loss. Naturally, output generation of the main generators 2' and 2" decreases and output of the engine 1 also decreases. Consequently, output of the cylinders decrease, and the efficiency of the cylinders falls down. The controller 6 detects the fall down, operates the calculation that the output of the main generator 2' and 2" is divided by the maximum output from a single cylinder operated under the maximum efficiency to figure out the required number of working cylinders, compares the current number of working cylinders with the required number of working cylinders, and if the current number of working cylinders is larger than the required number of working cylinders, some working cylinders are stopped. To stop the operation of cylinders, simply the operation of the intake valve and exhaust valve of the cylinders to be stopped may be stopped.

When a vehicle is accelerated and moved at high speed, the engine 1 exhausts a large amount of high temperature exhaust gas. Under such condition, the turbo-charger 3 drives the compressor to operate the supercharging, in addition, the motor-generator 3a of the turbo-charger 3 functions as a generator to recover exhaust energy as electric power. Also the sub-generator 5 recovers exhaust energy as electric power. These recovered electric power is sent to the controller 6 and distributed to the motors 9 as driving power, and when surplus power is still available, the electric power is sent to the battery 11, that is a lead-acid battery, for storing. However, when braking, the generators generate a large current instantaneously, the lead-acid battery can not accept such instantaneous large amount of electric power for charging, instead, the surplus power is sent to the capacitor 10 and the capacitor 10 absorbs instantaneously the surplus power for storing. Capacity of the capacitor 10 is not so large as that of the battery 11, the controller 6 for controlling charging and discharging is operated upon completion of full charging of the capacitor 10 to transfer the instantaneously charged power in the capacitor 10 with redundancy to the battery, and the charge in the capacitor 10 is returned to about zero and the capacitor 10 is ready for next instantaneous charging operation.

When the vehicle is climbing up a steep slope, the main generators 2' and 2" are loaded heavily. Also the engine 1 is loaded heavily, the rotation speed of the engine 1 slows down in spite of full operation. In such condition, the main motors 2' and 2" supply with electric power to the motor-generator 3a of the turbo-charger 3 to operate the motor-generator 3a as a motor, the motor-generator 3a drives the compressor to operate the supplemental supercharging. However in such condition, surplus power from the main generators 2' and 2" is not available for loads other than power to drive the motors 9. In such case, the controller 6 controls the battery 11 to supply power to the motor-generator 3a of the turbo-charger 3, then the turbo-charger 3a is operated for supercharging. When the motor-generator 3a needs a feed of instantaneous current, the controller 6 transfers power from battery 11 to the capacitor 10, the power is supplied instantaneously from the capacitor 10 to the motor-generator 3a. When the vehicle is driven curvedly, the rotation speed of the wheel is different between the inner wheel and outer wheel, the rotation speed of the motor 8 coupled with the wheel 9 is adjusted so as to rotate smoothly based on learning of the rotation of individual wheels for curved driving.

As described hereinbefore, in this embodiment, cylinders of the engine, pistons, and sub-combustion chambers are provided with thermal insulation structure, heat sufficient for evaporation of fed fuel is held in sub-combustion chambers structurally. A sub-combustion chamber having a central communicating orifice at the center of the piston head is formed, a fuel collision table is formed in the sub-combustion chamber, a plurality of radial communicating orifices for jetting flame from the sub-combustion chamber toward the cylinder is provided, burning is easy even with using low pressure fuel injection mechanism, therefore, simply structured solenoid valve type fuel injection nozzles and solenoid valve type fuel injection pumps can be used, alcohol fuel such as methanol and ethanol is burnt smoothly, the fuel injection timing is adjusted to the optimal timing dependently on load, the number of working cylinders is adjusted dependently on load to operate the engine at the optimal fuel consumption, and the amount of hazardous substance in exhaust gas is minimized. The engine of the present invention needs no engine cooling mechanism, no heavy weight gear box and no clutch mechanism, the weight of the whole vehicle is reduced comparing with conventional vehicles, the fuel consumption is improved also in terms of the light weight.

#### Claims

1. A hybrid electric vehicle having an engine, main generator driven by said engine for generation, dynamo-electric machines coupled with a drive shaft of a wheel driven by electric power from said main

generator, and controller for controlling said dynamo-electric machines, wherein said hybrid electric vehicle is provided with;

an engine having combustion chambers consisting of ceramics such as silicon nitride and a thermal insulation means with a insulation layer provided on the outside periphery of the wall of the exhaust system,  
a turbo-charger provided in the exhaust pipe of the engine,  
an energy recovery turbine provided at the downstream from said turbo-charger,  
sub-generators coupled with shafts of said turbo-charger and energy recovery turbine individually, and  
a controller for merging output electric powers obtained from said both sub-generators and for driving the above-mentioned motor.

2. A hybrid electric vehicle having an engine, main generator driven by said engine for generation, dynamo-electric machines coupled with a drive shaft of a wheel driven by electric power from said main generator, and controller for controlling said dynamo-electric machines, wherein said hybrid electric vehicle is provided with;

an engine having combustion chambers consisting of ceramic such as silicon nitride and a thermal insulation means with a insulation layer provided on the outside periphery of the wall of the exhaust system,  
a turbo-charger provided in the exhaust pipe of the engine,  
an energy recovery turbine provided at the downstream from said turbo-charger,  
sub-generators coupled with shafts of said turbo-charger and energy recovery turbine individually,  
a controller for merging output electric powers obtained from said both sub-generators and for driving the above-mentioned motor,  
a cylinder switching means for control the number of working cylinders of the above-mentioned engine,  
a load detection means for detecting loading condition of the above-mentioned engine, and  
a control means for controlling the above-mentioned cylinder switching means dependently on the output from said load detection means.

3. The hybrid electric vehicle as claimed in claim 2, wherein the above-mentioned engine is an engine having even number of cylinders, and the above-mentioned cylinder switching means switches between full cylinder operation mode and half cylinder operation mode.

4. The hybrid electric vehicle as claimed in claim 2, wherein when the operation mode of above-mentioned engine is switched, the intake valve and exhaust valve of the resting cylinders are closed during resting.

5. The hybrid electric vehicle as claimed in claim 3, wherein the clearance between the cylinder and piston of cylinders which rest while the mode is the half cylinder operation is prescribed to a slightly smaller than that of other cylinders, the cylinder consists of silicon nitride containing 2 to 10 % of  $\text{Fe}_3\text{O}_4$ , and the piston ring consists of high strength silicon nitride sintered in high pressure gas.

6. A hybrid electric vehicle as claimed in claim 1, wherein said hybrid electric vehicle has an engines main generator driven by said engine for generation, dynamo-electric machine coupled with a drive shaft of a wheel driven by electric power from said main generator, and controller for controlling said dynamo-electric machines, and

said hybrid electric vehicle is provided with;  
an engine having combustion chambers consisting of ceramics such as silicon nitride and a thermal insulation means with a insulation layer provided on the outside periphery of the wall of the exhaust system,  
a heater for heating fuel provided in the exhaust system of the engine,  
a catalyst for reforming a fed fuel to a fuel with higher cetane number than that of the fed fuel provided at the downstream from said heater,  
a turbo-charger provided in the exhaust pipe of the engine,  
an energy recovery turbine provided at the downstream from said turbo-charger,  
sub-generators coupled with shafts of said turbo-charger and energy recovery turbine individually,  
a controller for merging output electric powers obtained from said both sub-generators and for driving the above-mentioned motor, and  
a power supply control means for supplying electric power to the above-mentioned electric heater in response to the signal from the temperature sensor fixed to the above-mentioned internal combustion engine when the temperature of the internal combustion engine is low.

7. The hybrid electric vehicle as claimed in claim 6, wherein a power supply control means for supplying electric power to the above-mentioned heater in response to the signal from the temperature sensor fixed to the above-mentioned engine when the temperature of the engine is low.

8. A hybrid electric vehicle having an engine, main generator driven by said engine for generation, dynamo-electric machines coupled with a drive shaft of a wheel driven by electric power from said main generator, and controller for controlling said dynamo-electric machines, wherein said hybrid electric vehicle is provided with;

an engine having combustion chambers consisting of ceramics such as silicon nitride and a thermal insulation means with a insulation layer provided on the outside periphery of the wall of the exhaust system,  
a turbo-charger provided in the exhaust pipe of the engine,  
an energy recovery turbine provided downstream from said turbo-charger, sub-generators coupled with shafts of said turbo-charger and energy recovery turbine individually,  
a controller for merging output electric powers obtained from said both sub-generators and for driving the above-mentioned motor,  
a plurality of main generators provided respectively on both ends of the crank shaft of the above-mentioned engine, and  
a controller for merging the outputs from the main generators and an energy recovery generator provided in the exhaust pipe and for operating the dynamo-electric machine coupled with the drive shaft of the vehicle as a motor.

9. A hybrid electric vehicle having an engine, main generator driven by said engine for generation, dynamo-electric machines coupled with a drive shaft of a wheel driven by electric power from said main generator, and controller for controlling said dynamo-electric machines, wherein said hybrid electric vehicle is provided with;

an engine having sub-combustion chambers surrounded with thermal insulation structure and provided on each piston in which a fuel injection nozzle is provided on a cylinder head, fuel is injected from the above-mentioned injection nozzle through a central communicating orifice with a small diameter provided at the top of the sub-combustion chamber, a fuel collision table is provided, also having a piston head provided with a plurality of radial communicating orifices for scattering the flame generated in the above-mentioned sub-combustion chamber against the side wall of the cylinder, and having the cylinder and the thermal insulation outside structure of the combustion chamber at the top of the cylinder,  
a turbo-charger provided in the exhaust pipe of the engine,  
an energy recovery turbine provided at the

downstream from said turbo-charger, sub-generators coupled with shafts of said turbo-charger and energy recovery turbine individually,  
a controller for merging output electric powers obtained from said both sub-generators and for driving the above-mentioned motor,  
the first power storage means for storing instantaneously the instantaneous surplus power generated from the generator-motor of the vehicle and for releasing the power to said electric system,  
the second power storage means for storing redundantly the surplus power generated from the above-mentioned generator and for releasing redundantly the power to said electric system, and  
a supercharging means for supercharging the above-mentioned engine driven with the electric system in the vehicle.

10. The hybrid electric vehicle as claimed in any of claims 1, 2, 6, 8, or 9, wherein said main generator mounted on the above-mentioned engine has a planetary gear mechanism, and a generation mechanism is provided on the peripheral gear.
11. The hybrid electric vehicle as claimed in any of claims 1, 2, 6, 8, or 9, wherein said main generator mounted on the above-mentioned engine has a planetary gear mechanism, and generation mechanisms are provided on the peripheral gear and inner speed increasing gear respectively.
12. The hybrid electric vehicle as claimed in any of claims 1, 2, 6, 8, or 9, wherein a device which detects the temperature of the engine, throttles the exhaust gas passage when the temperature is low, and introduces combustion gas from the exhaust hole to the cylinder is provided.
13. The hybrid electric vehicle as claimed in claim 8, wherein the crank shaft of the above-mentioned engine and a speed increasing power transmission means are connected so that the speed increasing power transmission means is rotated at a speed twice that of the crank shaft, the motor-generator is coupled with the shaft which is rotated in the direction reverse to the above-mentioned crank shaft, the rotor of said double speed motor-generator is unbalanced mechanically, and the motor-generator is provided so that the unbalance of the crank system of the four-cylinder engine is compensated.
14. The hybrid electric vehicle as claimed in claim 9, wherein the sub-combustion chamber provided on the piston head of the above-mentioned engine is formed on the central portion of the piston head.

Fig. 1

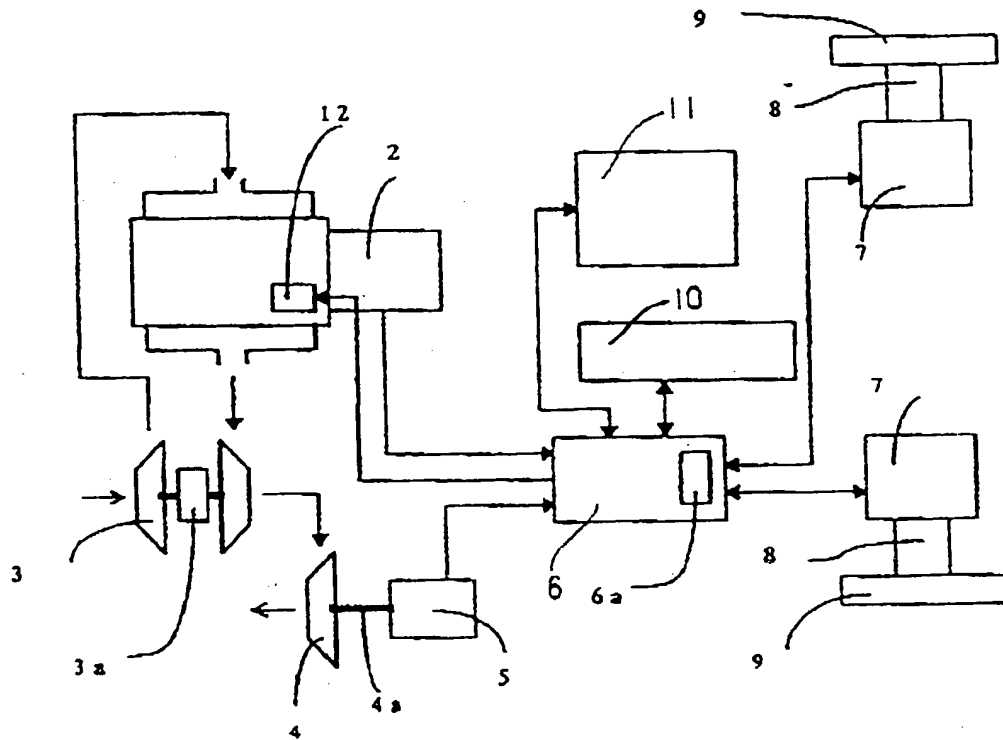


Fig. 2

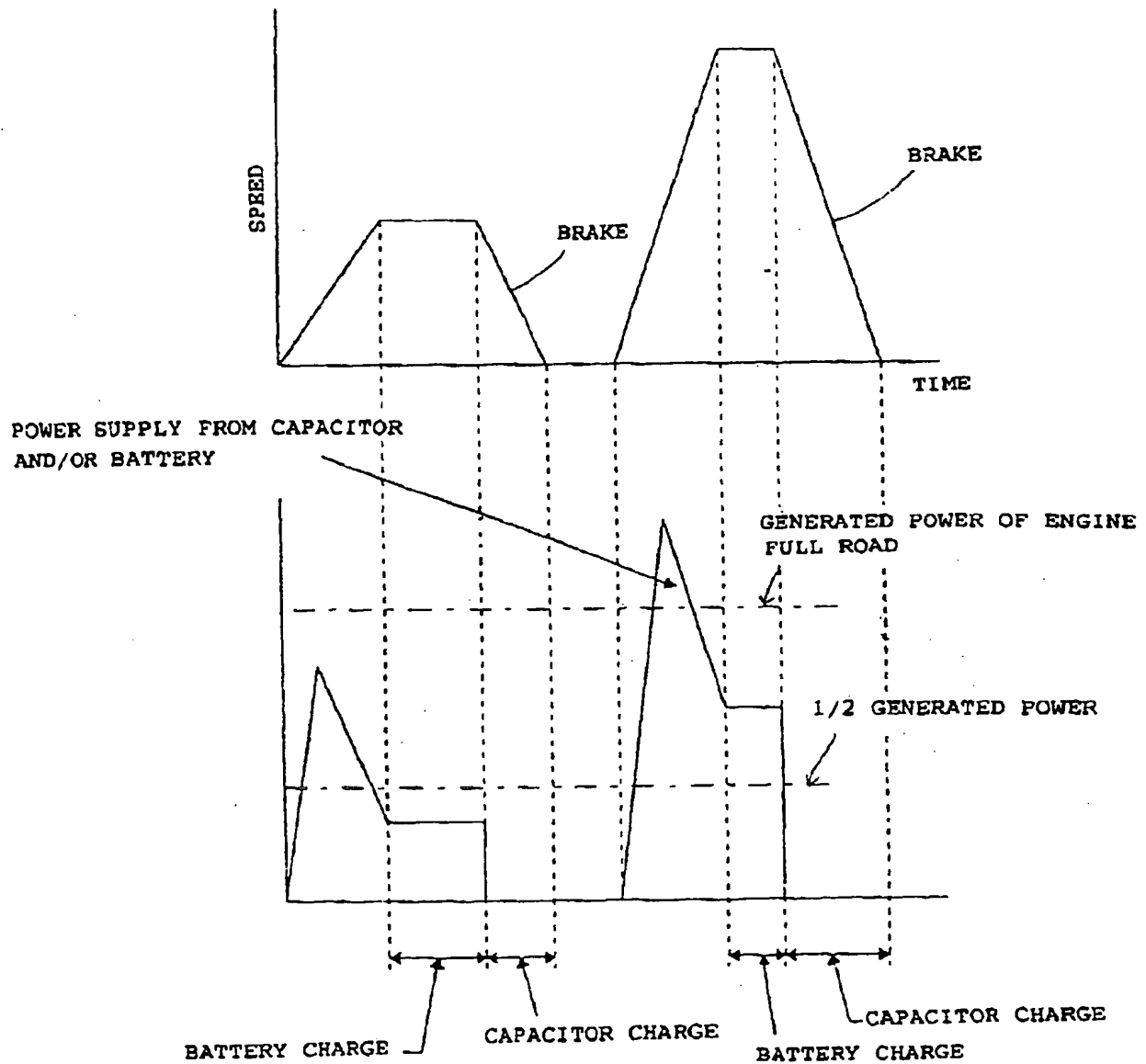


Fig. 3

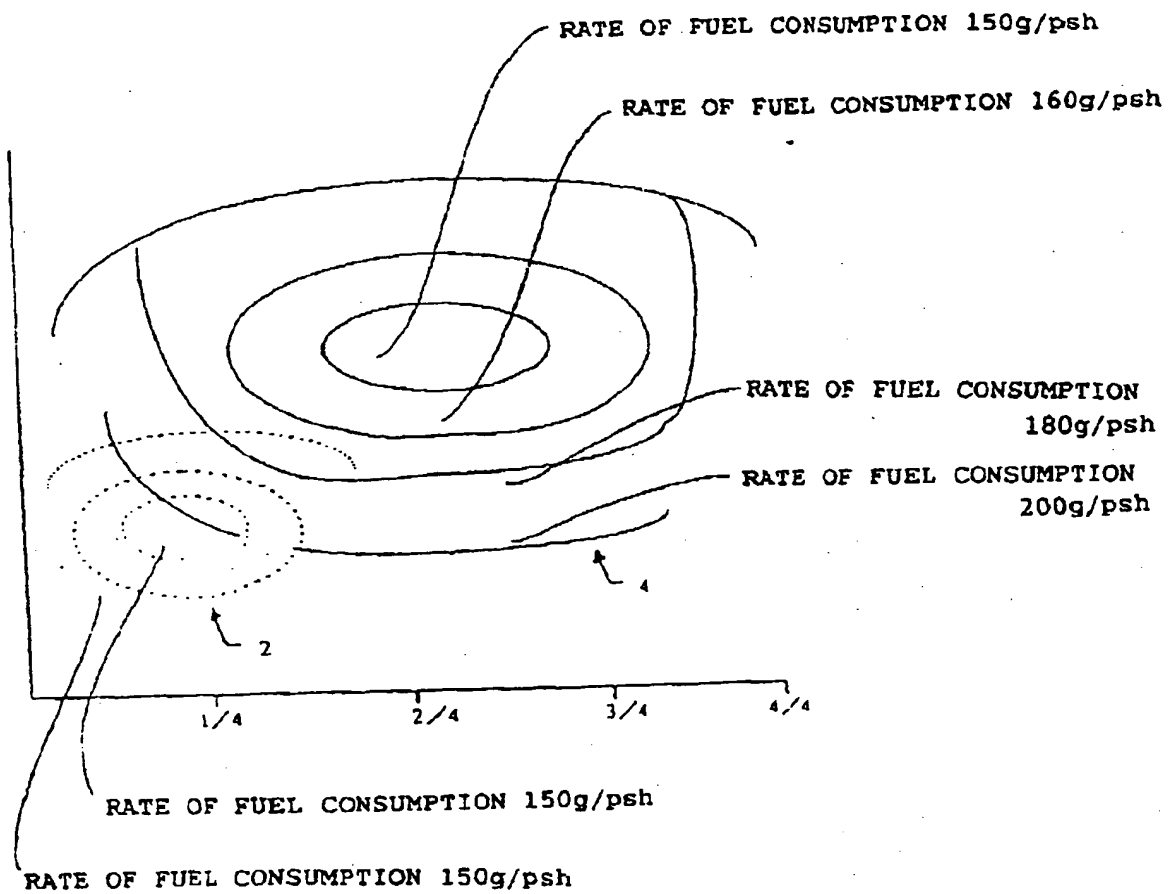


Fig. 4

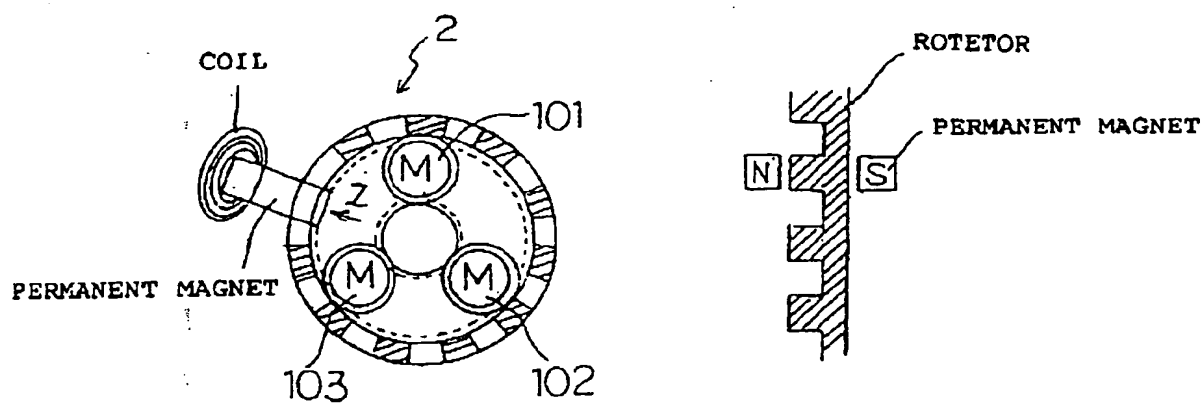


Fig. 5

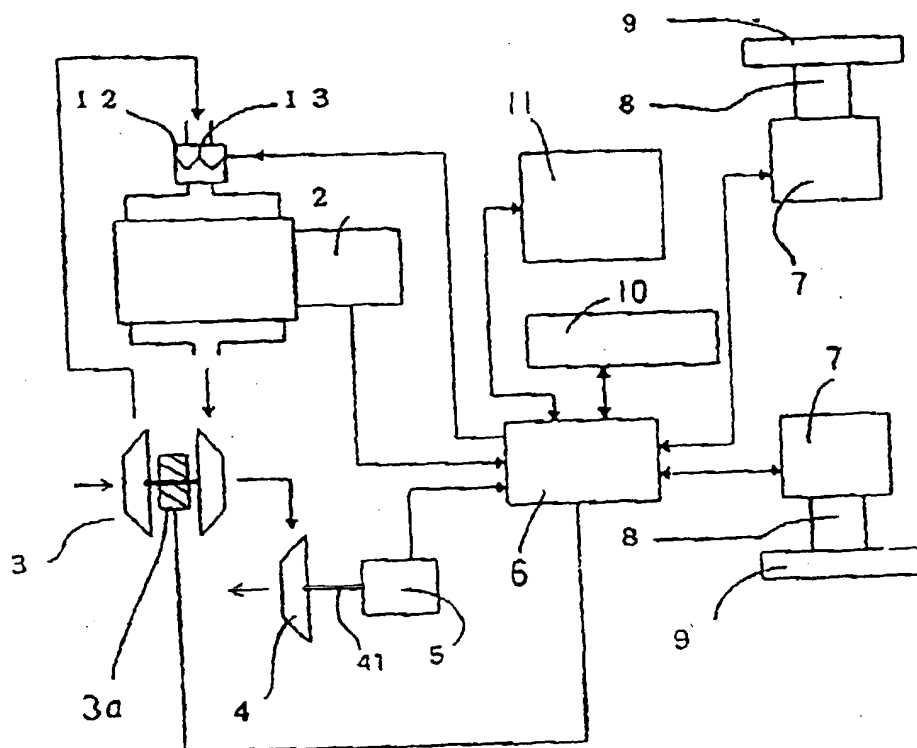




Fig. 6

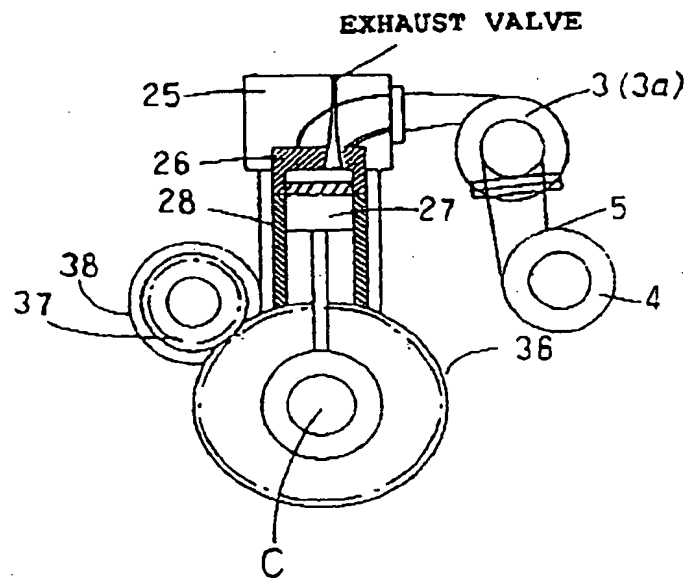
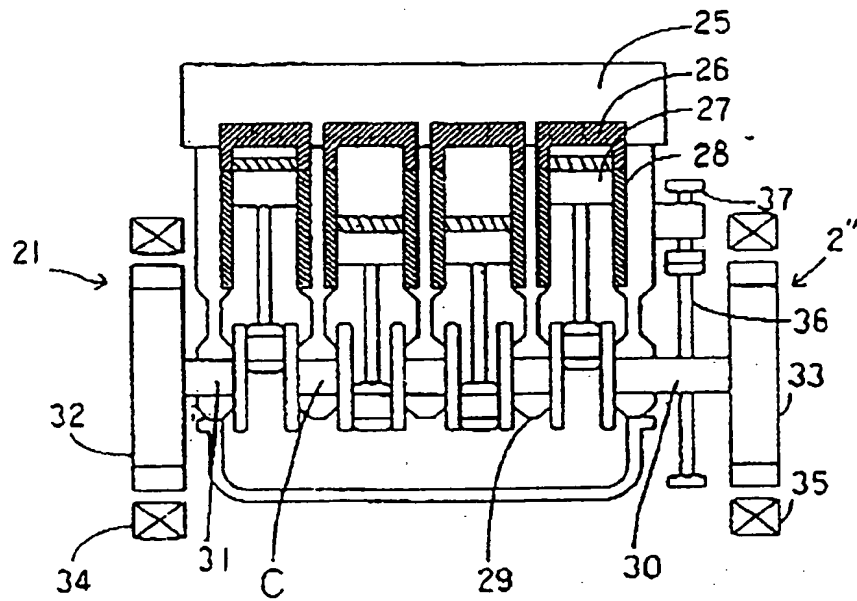


Fig. 7

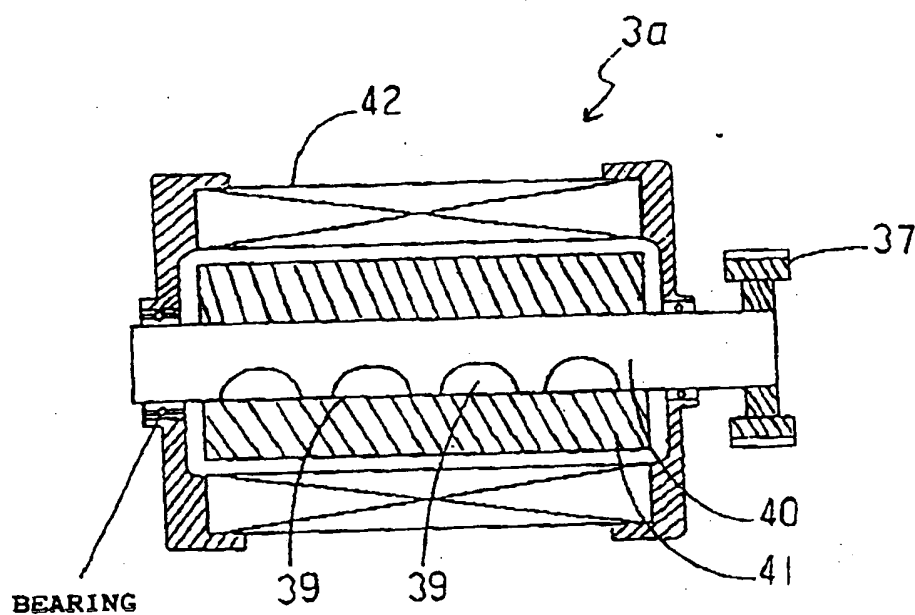
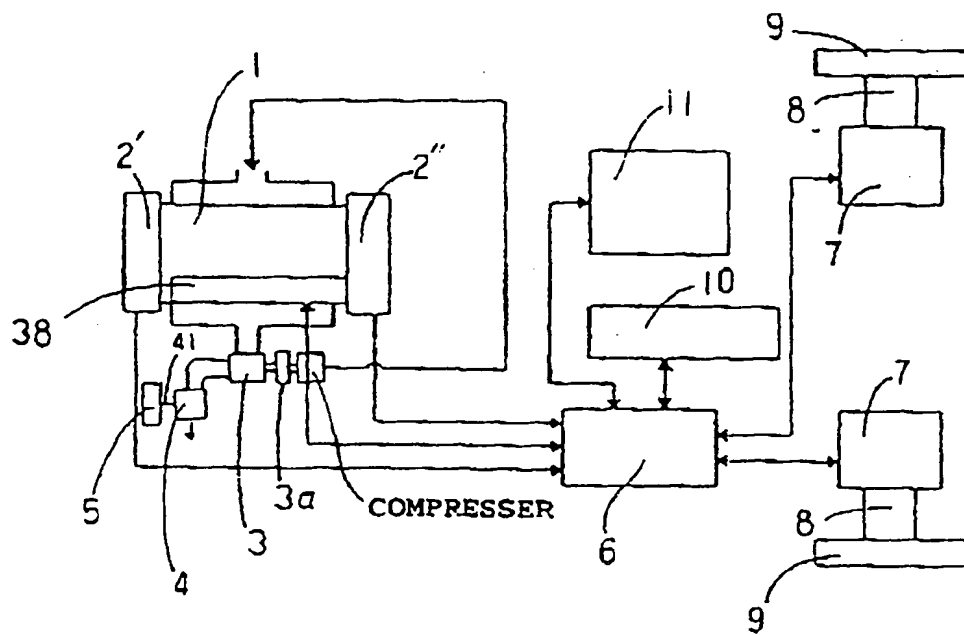


Fig. 8



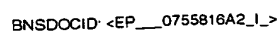
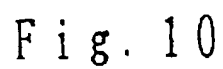


Fig. 11

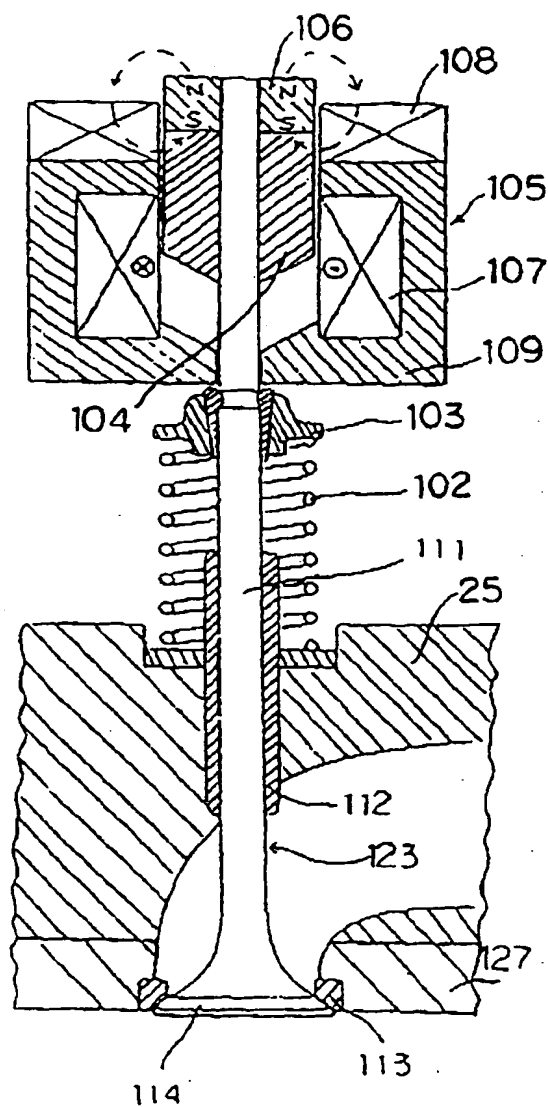


Fig. 12

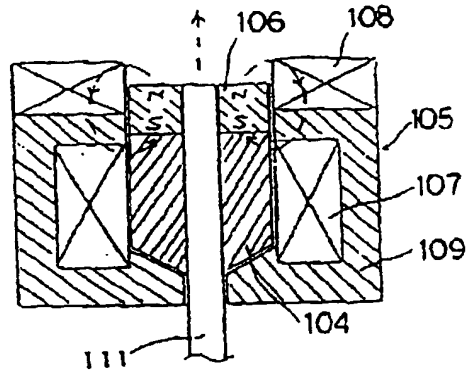
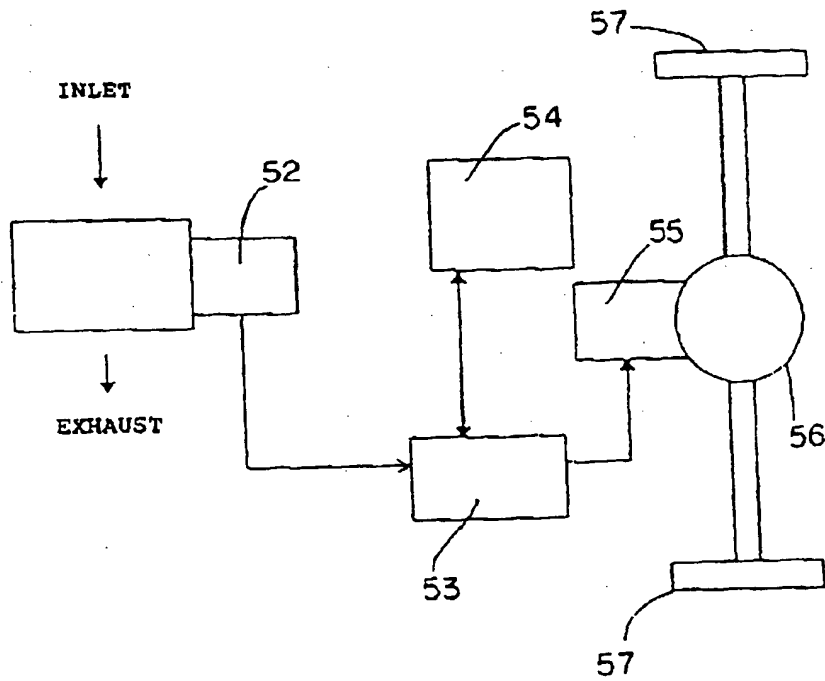
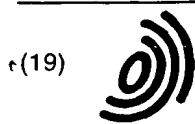


Fig. 13





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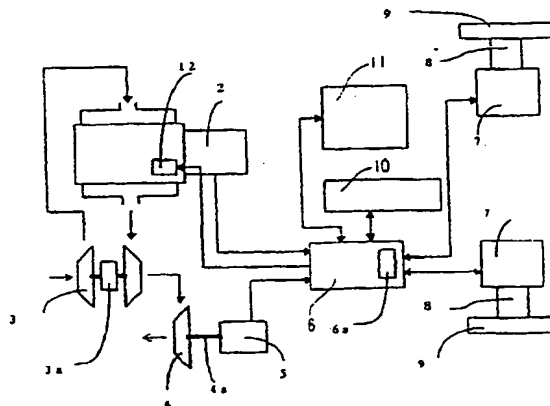
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### (54) Hybrid electric vehicle

(57) A hybrid electric vehicle which is driven by a motor (7) powered with electric power generated by an engine (1), wherein the cylinder, piston, and sub-combustion chamber of the engine have insulation structure so that heat sufficient for evaporating fed fuel is held in the sub-combustion chamber. The sub-combustion chamber having a central communicating orifice is formed on the central portion of the piston head, a fuel collision table is formed in the sub-combustion chamber, and a plurality of radial communicating orifices for jetting flame from the sub-combustion chamber against the cylinder is provided, the burning is easy even with using a low pressure fuel injection mechanism, therefore a solenoid valve type injection pump with simple structure is used, the burning is smooth with using alcohol fuel such as methanol and ethanol, the fuel injection timing is adjusted dependently on load to the optimal timing, the number of working cylinders is controlled so as to match to the load, the control allows the engine to operate at the optimal fuel consumption, therefore emission of hazardous substance contained in exhaust gas is minimized. The engine of the present invention needs no cooling mechanism, and also needs no heavy gear box and no clutch mechanism, the weight of the whole vehicle is significantly reduced comparing with conventional vehicles, the fuel consumption is reduced also in terms of the light weight.

Fig. 1



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# EUROPEAN SEARCH REPORT

Application Number  
EP 96 30 5513

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (IntCL6)
X	US 4 756 377 A (KAWAMURA HIDEO ET AL) 12 July 1988	1	B60K6/02 F02D17/02
Y	* column 1, line 17 - line 27 * * column 3, line 30 - column 4, line 37 * * column 6, line 33 - line 39 * * figure 1 *	2,6-9	
X	EP 0 233 079 A (ISUZU MOTORS LTD) 19 August 1987	1	
A	* page 1, line 6 - line 16 * * figure 1 *	2,6,8,9	
Y	US 5 368 000 A (KOZIARA ROBERT P) 29 November 1994	2	
A	* the whole document *	1,3	
Y	EP 0 621 402 A (HITACHI) 26 October 1994	6,7	TECHNICAL FIELDS SEARCHED (IntCL6)  B60K F02D F16J F02B
A	* column 1, line 5 - line 9 * * column 6, line 34 - line 41 * * figures 1,4 *		
Y	DE 44 44 545 A (VOLKSWAGENWERK AG) 29 June 1995	8	
A	* page 2, line 67 - page 3, line 4 * * page 4; table II * * figure 1 *	1,9,13	
Y	PATENT ABSTRACTS OF JAPAN vol. 015, no. 138 (M-1100), 8 April 1991 & JP 03 018620 A (NISSAN MOTOR CO LTD), 28 January 1991, * abstract *	9	
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	* column 2, line 44 - column 3, line 17 * * column 3, line 55 - column 4, line 3 * * figure 1 *		
<p>--- -/--</p>			
The present search report has been drawn up for all claims			
Place of search <b>THE HAGUE</b>		Date of completion of the search <b>2 July 1998</b>	Examiner <b>Clasen, M</b>
CATEGORY OF CITED DOCUMENTS		<p>T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons          &amp; : member of the same patent family, corresponding document</p>	
<p>X : particularly relevant if taken alone Y : particularly relevant if combined with another document of the same category A : technological background O : non-written disclosure P : intermediate document</p>			





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# EUROPEAN SEARCH REPORT

Application Number  
EP 96 30 5513

DOCUMENTS CONSIDERED TO BE RELEVANT			
Category	Citation of document with indication, where appropriate, of relevant passages	Relevant to claim	CLASSIFICATION OF THE APPLICATION (InCL6)
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A	--- PATENT ABSTRACTS OF JAPAN vol. 018, no. 583 (M-1699), 8 November 1994 & JP 06 213279 A (TOYOTA MOTOR CORP), 2 August 1994, * abstract *	1,13	
A	--- PATENT ABSTRACTS OF JAPAN vol. 012, no. 183 (M-703), 28 May 1988 & JP 62 294721 A (ISUZU MOTORS LTD), 22 December 1987, * abstract *	1,10,11	
			TECHNICAL FIELDS SEARCHED (InCL6)
The present search report has been drawn up for all claims			
Place of search <b>THE HAGUE</b>		Date of completion of the search <b>2 July 1998</b>	Examiner <b>Clasen, M</b>
CATEGORY OF CITED DOCUMENTS		T : theory or principle underlying the invention E : earlier patent document, but published on, or after the filing date D : document cited in the application L : document cited for other reasons & : member of the same patent family, corresponding document	
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